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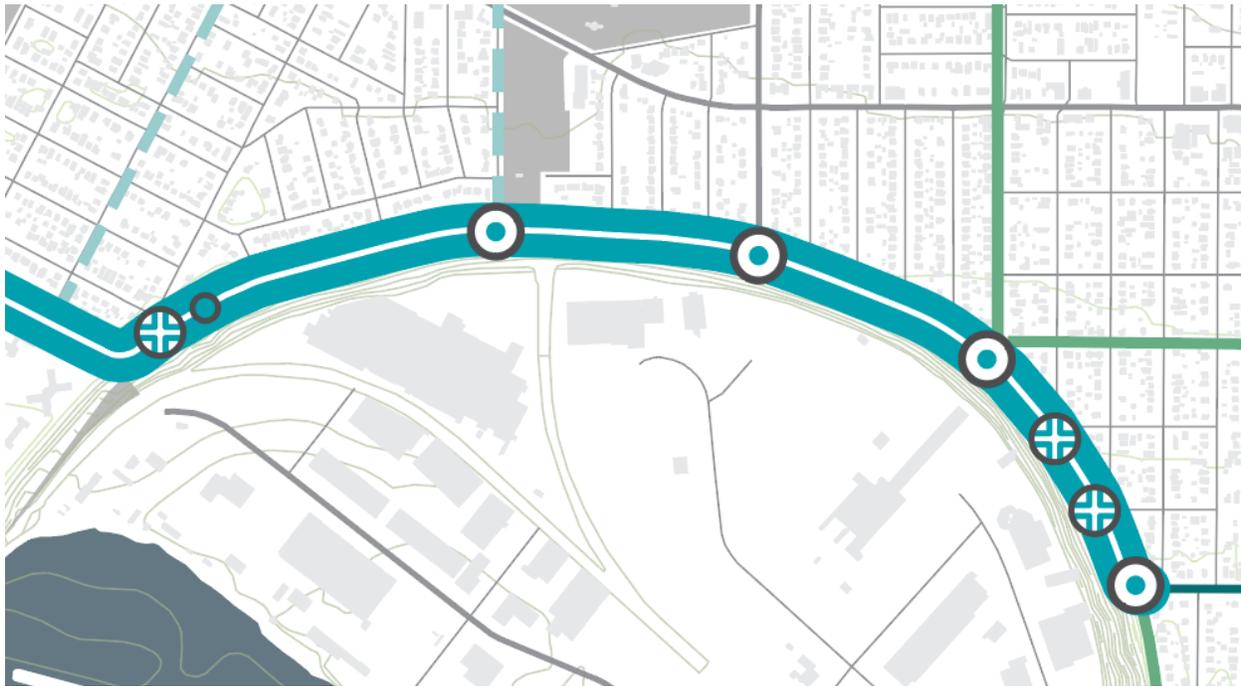
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N Willamette Blvd Active Transportation Corridor: Directional vs. Two-Way Bikeway Considerations

N Rosa Parks Way to University of Portland Section



Given street network and land uses on Willamette Blvd north of the bluff and on Rosa Parks Way east of the bluff, a two-way bikeway does not appear to be feasible or desirable beyond the bluff section. Ideally, a two-way bikeway would be located behind the curb along the bluff, designed as a multi-use path, but that is not feasible given how narrow the space often gets along the bluff, landslide concerns impacting constructability, and massive Sequoia trees in some segments of the bluff-side area—therefore a two-way bikeway would need to be in the roadway, competing for limited space.

While the bluff side may seem attractive for a two-way bikeway in terms of having fewer potential conflicts with turning vehicles, there are no destinations or defined public spaces on the bluff for people to access. The complete lack of destinations along the bluff means that anyone riding westbound in

the two-way bikeway would have to cross Willamette Blvd to access any destinations in the neighborhoods adjacent to the bluff, again adding delays and conflicts compared to directional facilities

There is not enough room curb to curb for both a two-way bikeway on the south side and retaining a westbound bike lane on the north side, as we once considered. This means that westbound bicyclists on Rosa Parks would have to cross to the south side of Willamette Blvd to enter the two-way bikeway, then would have to cross again to the north side on the other side of the bluff, adding delays, conflicts, and out-of-direction travel to their trips. Bicyclists riding up Willamette Blvd from Greeley Ave would be saved from having to cross at Rosa Parks, but would still have to cross further up at the other end of the bluff, just moving the crossing from one location to the other.

By going with directional separator-protected bike lanes, we have the opportunity to have a consistent design and rider experience from Rosa Parks & MLK Jr Blvd all the way to Richmond Ave in St Johns, creating most likely Portland's longest continuous protected bike lanes to date. One principle of good bikeway design emphasized by the Dutch CROW manual and by our own policies is clarity and consistency, reducing the number of turns, transitions, and other special movements and jogs and allowing bicyclists to relax and enjoy a simple and elegant bike route without added complications. The directional design appears to do that better than the two-way option.

In addition, while it is tempting to prioritize the "downtown commuter" who is more likely to use this to access Greeley Ave, there are likely many more riders throughout the day and week using the Rosa Parks to Willamette route, as it is a major east-west spine through multiple neighborhoods and connects to the Holman neighborhood greenway further east of MLK. This route can be used to access the rest of the bike network and many different destinations in a more holistic way than Greeley Ave, which is only geared toward one kind of trip and one type of (experienced) rider.

Finally, directional bike lanes great simplify the roadway designs, especially at crossings and bus stops where a two-way bikeway would present some unique design challenges compared to more typical directional bike lanes. For example, at low-ridership bus stops we can simply drop the physical protection and have the bus pull over into the bike lane as it does today or build a simple bus platform. With a two-way facility, there would be major concerns with having a bus pull over into a busy two-way bikeway and our ability to design and deliver a bus island with a two-way facility behind is constrained or not possible in all desired locations.